



AF/3683

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE BOARD OF PATENT APPEALS AND INTERFERENCES**

In re Application of:

Scott William Davis

Group Art Unit: 3683

Serial No.: 10/064,682

Examiner: Thomas J. Williams

Filed: March 6, 2002

For: INTEGRATED PASSENGER VEHICLE TRAILER BRAKE CONTROLLER

Attorney Docket No.: 201-0496 (FGT 1557 PA)

CERTIFICATE OF MAILING/TRANSMISSION (37 C.F.R. § 1.8(a))

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Date: 6/28/2004

Karen A. Hoff
Signature

KAREN A. HOPF

BRIEF ON APPEAL

Mail Stop Appeal Brief
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

The following is an Appeal Brief pursuant to the Notice of Appeal filed on
April 28, 2004, the two-month date expiring June 28, 2004, for the above-identified

application. The Appeal Brief is being submitted in triplicate to comply with the provisions of 37 CFR 1.192(c). Please charge the \$330.00 fee for filing the Brief on Appeal to Ford Deposit Account No. 06-1510.

I. Real Party in Interest

The real party in interest in this matter is Ford Global Technologies, Inc., Dearborn, Michigan (hereinafter "Ford").

II. Related Appeals and Interferences

There are no other known appeals or interferences which will directly affect or be directly affected by or have bearing on the Board's decision in the pending appeal.

III. Status of the Claims

Claims 1-26 stand rejected in the Final Office Action. A copy of the claims on appeal is attached as an Appendix.

IV. Status of Amendments Filed After Final

There have been no amendments filed subsequent to the final office action dated January 28th, 2004.

V. Summary of the Invention

The present application applies to a trailer brake controller 10 for use in a passenger vehicle 12 for controlling a towed trailer. The trailer brake controller 10 includes a control element 11 positioned within the passenger vehicle 12. A vehicle speed input 16 and a vehicle brake pressure input 14 are both fed into the control element 11. A trailer brake output 18 is modified in light of the speed and pressure inputs. A diagnostic input 28 from the trailer allows the controller 10 to monitor proper operating condition. Additional novel limitations include obtaining the speed